The Marine Record.

ESTABLISHED 1878.

VOL. XV. CLEVELAND, OHIO, MARCH 24, 1892. NO. 13

Maritime Law.

(*District Court, E. D. Pennsylvania*)

1. Shipping—Charter Party.—A charter of a vessel to carry a certain named cargo drawn in formal terms and without conditions, will not be construed as a mere memorandum, not binding on the parties, where there is nothing to warrant a belief that the ship's representative understood that he was to be affected by the charterer's failure to get the cargo named in the charter.

2. Same—Damages for breach.—A member of a firm of ship-brokers having chartered a vessel to carry a certain kind of cargo, and being unable to furnish the cargo, his firm rechartered the vessel for a cargo of a different character, paying also to the ship a sum in addition to the freight named in the second charter. Held, as none of these circumstances show that the master agreed that the second charter should replace the first, he was entitled to recover damages if the vessel was delayed or the freight of the second cargo of less value than the first.

(*District Court, D. Maryland.* May 8, 1891.)

1. Collision between Steamers—Signals—Failure to Reverse. A collision happened in the night-time at the junction of a river channel and between two side wheel passenger steamers, the Virginia and the Louise. The Louise, the incoming steamer, at a proper distance signalled to the Virginia by two blasts that she desired to take the southerly side of the channel, being the side which was on her port. The signal was answered be a steam tug which was between her and the Virginia. Without getting any reply from the Virginia, the Louise put her helm to starboard, and continued at her full speed of 11 miles an hour, until she was about a quarter of a mile from the Virginia, when she again gave a signal of two blasts. The Virginia being then over on the southerly edge of the channe with her wheel to starboard, and the channel being obstructed by a schooner, the Virginia was unable to avoid the Louise, and they collided just at the bend of the channel. Held, that the Louise was in fault (1) in putting her helm to starboard, and taking the side of the channel which was on her port, without getting an assenting signal from the Virginia; (2) also in not obeying the rule which required her, having the Virginia on her starboard side to keep out of the Virginia's way; (3) also because, when the risk of collision was apparent, the Louisel did not stop and reverse her engines, but merely slowed.

2. Same--Rate of Speed—Mutual Fault. The Virginia, the outgoing steamer, heard the signal of two blasts given by the Louise, and when it was answered by the tug supposed it was intended for the tug. She continued her full speed of 14 miles an hour, and ported her helm to avoid the schooner, and went over to the southerly edge of the channel, but she did not make out the side lights of the Louise, nor did she signal herself until the Louise came out from behind the schooner, and signalled a second time when the steamers were not over a quarter of a mile apart. Then the Virginia blew danger signals and reversed her engines, and did all she could to avoid the collision. Held, as to the Virginia that, as she was nearing a bend in the channel obstructed by the schooner, and had not made out the side lights of the Louise, she was in fault in maintaining such a high rate of speed in a place of such danger, under such uncertainty with regard to the Louise's course, without having a distinct understanding by interchange of signals before the steamers had approached so near to each other. Experience has demonstrated that the strict observance of every precaution prescribed by statutory regulations and by good seamanship is necessary for the safe navigation of steamers in narrow channels. Held, that both steamers were in fault. Fed. Rep. vol. 49, pp. 84.

Circuit Court of Appeals, Second Circuit. December 14, 1891.

Shipping—Liability for Personal Injuries. Libelant, in the employ of a stevedore in loading a ship's cargo, was assigned to work a winch belonging to the ship. In so doing, his hand slipped from the handle of the crank bar of the winch, and was caught and crushed in the cogs. The winch was of an old pattern, with unguarded cogs; but a person using it could protect himself from such an injury as occured to libelant by a simple expedient which libelant neglected. Libelant was aware of the daugers of the winch, but used it without complaint for several hours. Held, that he was not entitled to recover damages from the steam ship for the injury received.

Wallaee, Circuit Judge. While the libelant was driving a winch belonging to the steam ship, his hand slipped from the handle of the crank bar, and was caught and crushed in the cogs, whereby he sustained serious injury. He was in the employ of a stevedore who was engaged in loading the ship with cargo, and had been assigned by him to work the winch. He imputes his injuries to the negligence of the steam ship, upon the theory that the winch was unsafe because the handle came dangerously near the cogs in operating the crank bar, and the cogs were not covered by a guard, and also because the handle was slippery from grease and steam that escaped from defective parts of the machine. The proofs are that the winch was, in details of structure, substantially like those in general use at the time, had been used on the steamship for a dozen years or more, and was not materially out of repair; that such winches are still in common use upon vessels, but an improved machine has been also introduced constructed with a guard over the cogs; that the handle was not exceptionally slippery on the day of the accident. It also appears that the libelant was familiar with winches, having operated them for ten or twelve years, and that he had been operating this one all day before the accident took place, and had not made any complaint about it. Manifestly the libelant undertook to nse a machine which he knew would endanger his hand unless he exercised due care. Owing to a momentary relaxation of proper caution, he met with such an accident as he could have foreseen. His own conduct affords the best evidence that the machine was not exceptionally unsafe inherently or casually. If it had been he would not have used it without objection. All the elements of danger incident to its use were patent to him after he had used it a few minutes; yet he used it several hours, and, until he was hurt, without a complaint, or attempting to protect himself by the simple expedient adopted after the accident by the witness Smith. He has no just ground of complaint against the steamship. One who voluntarily undertakes to perform a service for another impliedly consents to assume the known risks incident to it, and cannot impute to the other any breach of duty or negligence founded solely upon the presence of such risks. The decree is affirmed. As the libelnt sues in *forma pauperis*, the affirmance is without costs.

(*Circuit Court, E. D. Pennsylvania*, February 2, 1892.)

1. Demurrage—Liability of Charterer.—A charterer, having notice of the vessel's readiness, and being bound to deliver the cargo, is liable for demurrage for delay, caused by loading and discharging a quantity of iron not intended to be shipped, which an employe of the charterer erroneously designated as part of the cargo.

2. Same—Loading on Sunday.—A master, in the absence of agreement or consideration to the contrary, is not bound to permit the charterer's stevedores to load the vessel at night or on Sundays.

3. Same—Measure of Damages.—The measure of damages for delay caused by the charterer, who had agreed to load with "customary dispatch" negligently loading, and being obliged to discharge a wrong cargo, is not demurrage for the time spent in such loading and discharging, but the time spent in getting the vessel loaded over the time it would have taken to load with "cu-tomary dispatch."

Butler, District Judge. On September 17. 1889, the respondents chartered the schooner Mary O'Neill. "Customary dispatch" was allowed respondents for loading, and in case of further detention $55 per day was to be paid the vessel for loss of time. The schooner was in readiness at the time appointed, and the loading commenced late on that day. The iron was pointed out by an employe of the railroad Co. at the wharf, and loaded under the direction of Mr. Shannon, chief stevedore employed by the respondents (through Mr. Boney)—as he testifies—for this purpose. The iron turned out to be other than that which the responpents intended to ship, but the mistake was not discovered until a large quantity had been loaded When discovered the iron was ordered off; and about seven days' time was lost by the error. The loading in consequence was not complete until the night of the 21st. of September. The libelant claims compensation for the loss of time to which he was subjected. The respondents deny liability on the grounds that the mistake, as they allege, was not theirs. and that, even if it was, there would not have been any detention over the time allowed for loading if the libelant had permi tted them to work at night. Neither position can be sustained. It was the duty of the respondents to deliver the cargo to the vessel. They knew she was at the wharf ready to receive it, the terms of the charter required them to take notice of the fact, and besides express notice to them is averred in the libel, and not denied. They depend upon others to point out and load the iron they desired to ship, and are responsible for their acts. There is no room for pretense that the error arose from any fault of the libelant.

The second position is equally untenable. The respondents had no right to call on the libelant for permissien to work on the vessel at night or on Sundays. Neither the charter or any custom entitled them to such permission. It is unimportant what induced the libelant to refuse. It is plain, however, that loading at such a time would have subjected him to disadvantages; not only for the reason which he states, but for the additional one that it was his duty to be present when the loading was being done, and to superintend the storage of the cargo. The testimony of the respondents' witnesses respecting what he said after the mistake was discovered does not show a contract that the work should proceed at night or on Sundays. Even if it showed an agreement that it might he would not be bound, in the absence of a consideration for his promise; and none is suggested. I incline to believe however, that his own testimony on this subject, which is that he offered to agree, provided he was compensated for five days' time which he then supposed would be lost, is nearer an accurate statement of what occurred. He is more likely to know what he said than other witnesses are, and this statement seems more consistent with probabilities; and finds some corroboration in what the respondents' witnesses say. Although the libelant is entitled to recover for loss of time, it does not follow that the loss is to be measured by time occupied in taking on and putting off the wrong iron. The charterers were entitled to so much time as was necessary to load, employing "customary dispatch." For such detention as he was subjected to, beyond this time he is entitled to compensation; but to no more. A good deal more than customary dispatch was used after the error was discovered; and a little before. How many tons should have been loaded per day with such dispatch is not entirely clear. The respondents' witnesses disagree respecting it. Mr. Shannon, who is probably more competent to form a just estimate, says: "100 tons could have been loaded easily." The vessel, as he says, was especially adapted to speedy loading of such cargo. Before the error was discovered the loading was at the rate of about 140 tons per day. The work continued, however, for 11 hours, while the customary hours of working are but 10. It was understood that the libelant was anxious to get away, and there was something probably more than customary speed shown, aside from the gain obtained by working the extra hour. I believe it is safe to say that with the dispatch required by the charter 125 tons per day should have been loaded, and I do not think it safe to place the rate higher. At this estimate six days would have been required to load the 725 tons carried. To this must be added one day for the Sunday which intervened. I think half a day should also be added for the time it rained on on Friday, when, according to custom, the men would not work. Mr. Shannon speaks of rain on the preceding day also, but it is manifest, I think, that he was speaking of the night of the 10th. Other parts of his testimony seem to show this, and that the day was not wet. Seven and a half days therefore, should be allowed for loading. The vessel was detained until the night of the 21st. of the month, covering a period of 13 days. Taking 7½ hours from this leaves 5½, which represents the loss of the time to which the vessel was subjected, and for which it should be paid—at the rate provided by the charter. This will give him $302.50. A decree may be entered for this sum with costs.

SCHOOL OF MARINE ENGINEERING.

There has been established at Cornell University a school of Marine Engineering and Naval Architecture, the first school of its kind in this country. Professor Thurston, as director of Sibley College, will be at the head of this department; those immediately in charge being; Mr. William F. Durand, Ph.D., principal of the school and Associate Professor of Marine Engineering, and George Robert McDermott, Assistant Professor of Naval Architecture. Both these gentlemen have, we understand, not only been educated in the line of their proposed work, but have been engaged in the actual work at shipyards, where they have gained the practical experience, without which, of course, no one can class himself as a marine engineer. The growth of shipbuilding in this country has made it difficult for shipbuilders to obtain men acquainted with the work or sufficiently acquainted with the principles involved in it to enable them readily to take hold of it, and it is the demand for such men that this school is designed to supply. It is not claimed that everything pertaining to the art of shipbuilding can be learned in any school, or that considerable experience will not be required after graduation to perfect graduates as engineers, but it is designed to do all for students that can be done short of practical experience—to give them a thorough acquaintance with the underlying principles of the subject, and to help to acquire with the least possible waste of time and effort that which could otherwise be learned only at a disadvantage. Full particulars regarding this can be had by applying to Professor R. H. Thurston, Ithaca, N. Y.

(ORGANIZED 1880.)

CLEVELAND VESSEL OWNERS' ASSOCIATION.

(Membership 1892.)

One hundred and sixty-three steamers, and One hundred and forty-four sail and barge, } Aggregating 298,127 tons.

Maintains shipping offices at Cleveland, Ashtabula Harbor, Fairport and Toledo. Regulates wages, protects crews and takes cognizance of all matters in the interest of the members and of the lake commerce generally.

OFFICERS:

H. M. HANNA, - - - - - - President.
M. A. BRADLEY, - - - - - - Vice-President.
GEORGE P. MCKAY, - - - - - Secretary and Treasurer.
H. D. GOULDER, - - - - - - Counsel.

MANAGERS OR ADVISORY BOARD:

H. M. Hanna, R. K. Winslow, Thomas Wilson, P. G. Minch, M. A. Bradley, W. D. Reese, Geo. P. McKay, J. H. Palmer, B. L. Pennington, W. C. Richardson, J. W. Moore, Jas. Corrigan, H. G. Dalton, H. H. Brown.

EXECUTIVE COMMITTEE:

H. M. Hanna, M. A. Bradley, Thomas Wilson, J. W. Moore, Geo. P. McKay, James Corrigan, B. L. Pennington.

THE MARINE RECORD,—Official Paper.

NEWS AROUND THE LAKES.

CLEVELAND, O.

It is now reported that Captain Alexander McDougall has changed his views somewhat on the nomenclature of his whalebacks, and that the next three under the builders' numbers of 119 to 121 will be named respectively the Thomas Wilson, Samuel Mather and James P. Colgate, a change which newspaper men especially will be glad to welcome in the interests of accuracy in their reports.

John H. Jacobs, the large stone contractor of Marquette Mich., has sold one third of the steamer Otego and schooners Montmorency and Monticello, to Capt. Lyman B. Woodruff & Son, of Sheffield O. Other parties are also interested in the deal. Mr. Jacobs will probably build large tonnage, holding a controling interest in the above boats as well.

Quite a large quantity of Duluth wheat has been chartered at 4 cents; this rate is equal to $1.49½ on ore, and according to the table completed by, and hanging over Mr. Wilsons' desk, 3¾ on wheat is as good as $1.40 on ore from the head of Lake Superior.

The steel monitor steamer, numbered 16, by her builders, will be launched from the yards of the Cleveland Ship Building Co. on Thursday, March 31st. Her name is not to be divulged until she touches the water, when she will be duly christened the Andaste. The name of her sister boat, while not duplicated on the lakes, sounds familiar as the Choctaw, and the Lake Superior Iron Co., to whose order these freight monitor "dollar grabbers" have been built, are to be complimented on the distinctive names which they have given their fine vessels. Capt. McDougall, visiting this port recently inspected the construction, and pronounced the monitors as being very powerful and strong built steamers, and sure to do their work at a minimum cost to their owners. From the many enquiries regarding this new tonnage, we would not be surprised to learn that the Cleveland Ship Building Co. had accepted a new order to duplicate the Andaste.

Mr. Chris Grover, the well-known shipchandler, has just returned from a visit to the South. It appears that the sporting element of New Orleans mistook the courteous Chris for an Irish pugilist of international notoriety and gave him quite an ovation in consequence. Mr. Grover quelled the adulation by adroitly turning the sympathies of his audience from pugilism to politics, assuring them that he was Grover of Cleveland; not Grover Cleveland, mind you, just plain Grover of the Forest City.

The Lake and Straits Yachting Association composed of all yacht clubs from Detroit to Buffalo has been incorporated with George W. Gardner as Commodore. A regatta will be held at this port in August and the excellent view which may be obtained from the lake front and the high buildings overlooking the lake should enlist the interest of all prominent citizens. The Lake Erie and Straits Yachting Association will include the Toledo Yacht Club, Ohio Yacht Club, Cleveland Yacht Club, Put-in-Bay Yacht Club, Sandusky Yacht Club, Michigan Yacht Club, the Citizens' Yacht Club of Detroit and the Buffalo Yacht Club. Each of the clubs will pay a small fee to the main Association, which it is expected will cover all dues and expenses likely to be incurred in the running of the organization.

S. H. Hunter, Recording Secretary of M. E. B. A., No. 2, Cleveland O., says he was chief engineer of the celebrated steam yacht Say When last year at the time her new Roberts boiler was put in, and that he carried 250 lbs. pressure, and the boiler furnished the steam with ease at 20 miles speed. He says the owner of the Say When, Mr. W. J. White, states that the Roberts boiler turned the Say When from a dismal failure into a complete success.

The large steal steamer Frontenac, owned by the Cleveland Iron Mining Company, is receiving new floor ceiling and other minor repairs. The schooner Georger is being recalked and painted and put in first-class shape for her season's work. The Onoko, the first iron steamer built at this port, and one of the most steady-going and fortunate vessels on the lakes, has received an extensive overhauling at the yards of the Cleveland Shipbuilding Company, including new steam boiler and iron boiler house, new bulwarks, etc. The steamer Wocoken has had her topsides calked and a new upper deck put in her. The schooners G. H. Warmington, Fred. A. Morse, and the Philip Minch have each received a thorough overhauling and refitting. The large fuel lighter of Pickanrds, Mather & Co. has been lengthened by Murphy & Miller, and the largest craft of this sort on the lakes is now under construction for the same drm at the yards of the Cleveland Dry Dock Company. The schooner Eliza Gerlach, owned by John Gerlach, has received new rails, hatch coamings, and had her topsides calked. The small schooner Racine, recently purchased by Captain C. H. Fish, is receiving quite extensive repairs. The steamer Quito has underwent minor repairs, and the Cumberland has had her engines overhauled and considsiderable new wood work put on her. The schooner Maumee Valley has received about $2,500 worth of repairs at Lorain, O. The Harry C. Richards and the Queen City have both underwent the careful scrutiny of their owner, Captain Aenham, who has spared no labor or expense in putting his tonnage in first-class shape for a brisk season's business, and work is still being carried out on both vessels. The C. A. Johnson has received a new stem, cutwater, some ceiling, and new upper works, forward. The R. Halloran is undergoing all necessary repairs at Toledo, including a new mizenmast, stanchions, rails, calking topsides, and new canvas has been ordered for her. The schooner George is also being overhauled at Toledo, and making good the damage resulting from her being dismasted last fall on Lake Huron; and the schooner Columbia is being re-fastened and calked at Lorain, also the tug Oscar Folsom, owned by John Stang is being rebuilt at the same port. The H. D. Root, owned and sailed by Capt. W. Farragher, is being thoroughly overhauled and rebuilt. Capt. Charles Hearns & Son, are putting a good deal of new work on the schooner Rival. The tug Alva B., of the V. O. T. Line, is having her fire damage repaired. The Curtiss is also undergoing necessary repairs, and the Joe Harris is given a new boiler and cabin ready for an early opening. Inland Lloyds inspectors, have not been around this seeson, but repair work has been kept up just as brisk as if every vessel wanted an A1 rating, and the fact is fully realized that a vessel is well kept up only by spending money on repairs etc.

It is rumored that a block of 100,000 tons of coal has been taken by Cleveland brokers at 50 cents for Lake Superior. The firms who are reported as accepting this rate, deny the statement, and elsewhere coal is hardly spoken of yet. It is learned that Pittsburg and Ohio operators have placed blocks of about 200,000 tons for lake transportation, and it is more than probable that a portion of this amount has been taken in Cleveland and Toledo. Large coal shipments will be made this season and vesselmen should hold freights at a fair living rate.

Joseph C. Gilchrist, of the vessel agents and brokerage firm of Moore, Bartow and Gilchrist, has purchased the steamer Hiawatha from C. H. Lane of Buffalo for $62,500. The Hiawatha and her consort, the Minnehaha, went ashore in the Soo last fall. The steamer was released and received extensive repairs at Port Huron where she now lies. The Minnehaha is still ashore at Detour, but it is expected that she will be released early in the spring. It is said that Mr. Gilchrist will probably buy her.

Capt. Georgr Mallory is superintending the repairs and a general overhauling of the handsome steel fleet of the Minnesota Steamship Co. now lying at this port.

The lengthening of the steel steamer Spokane at the Ship Owners' Dry Dock is progressing satisfactorily, and it is expected that she will be out of dry dock in about a week.

CHICAGO, ILLS.

Special Correspondence to The Marine Record.

CHICAGO, ILLS.—Captain Higgie, has been appointed master of the schooner Oak Leaf.

Captain Wm. B. Mitchell, was here last week looking after his fleet.

Captain Eugene Marquette, has been appointed to the command of the steamer John Duncan.

Captain R. C. Brettan, is here this week from Saugatuck, he says there is not any shipbuilding doing there this winter.

H. Channon Co., shipbuilders have opened a branch office at Duluth, in the Board of Trade Building, George D. Kirkham will have the management there.

Captain John Shaw, is here this week looking after the Eddy-Shaw fleet.

Captain Fury, of the steamer Emily P. Weed, arrived here last week.

Captain Allen, of the steamer Castalia, arrived here Monday.

Captain Leisk, of the steamer Ralph was here Monday.

Keith & Carr, chartered the steamer Viking, last week, for 65,000 bushels of rye to Kingston at 5½ cents free canal toll to steamer.

Captain W. A. Irving, of the steamer Iron Age, arrived here last Thursday.

At the Chicago Dry Dock Co's. the schooner George Steel, is in for repairs and re-calking.

James Mowatt, returned from Buffalo Saturday.

Captain Ole Hanson, owner of the schooner Hattie Hutt, was here Monday from Manitowoc.

Captain Thos. Roche, owner of the schooner Naiad, is here from Manitowoc and has had the schooner loaded with corn for Port Huron at 2⅝ cents.

The tug Mollie Spencer, struck a sunken pile in the Burlington slip Saturday night and knocked a hole in her bow which nearly caused her to sink.

J. H. Graham, of the Graham & Morton Transporation Co., arrived here Tuesday morning on the steamer City of Marquette from St. Joseph. He says the company's new steamer which is being built by the Detroit Dry Dock Co., is to be delivered at St. Joseph on May 23rd and will commence running June 1st. She is of similar dimension as the steamer Indiana, of the Goodrich Line and will be elegantly fitted out and furnished and will be speedy. The company's steamer City of Chicago is being re-painted and re-embellished and will be running in about a month.

Captain Peter Hanson, of the schooner Bertie Calkins, returned on the 18th from London on the steamer City of New York.

The Seymour Transportation Co. are building a dock office and freight house at 432 to 448 Illinois street, where their steamers Petoskey and Puritan will start from the coming season E. W. Seymour will be general passenger and freight agent Joseph C. Couley passenger and ticket agent. The company's steamer Petoskey is expected here next week from Manistee and will commence running April 1st.

The Northern Michigan Line steamer City of Charlevoix is in dry dock at H. B. and G. B. Burgers shipyard at Manitowoc, receiving a new engine 23 and 46 by 36 built by S. F. Hodge & Co. Detroit and two steel boilers 8 by 14 allowed 140 lbs steam pressure built by John Mohr & Son, Chicago. The company's steamer Lawrence, is here and is being fitted out for the coming seasons work.

A new marine insurance company is being organized at this port under the title of the Chicago Insurance Co. All of the stockholders are commission men and large shippers, and the basis of the organization, which is to take inland and marine risks, is apparently on the mutual insurance plan, as the incorporators expect to net quite a sum each year by consolidating their own premiums and sharing risks equally.

Insurance companies are consolidating as witness the make-up of the "big" thirteen, this prophetic number having just been ruled out by the addition of the Lancashire to its ranks: American, of New York; Continental, German American, Greenwich, Insurance Co. of North America, Lancashire, Michigan Fire and Marine, National, of Hartford; Niagara, Norwich, Union, Pennsylvania Fire, Phenix, of Brooklyn, and Springfield Fire and Marine. Each company agrees to be bound by the action of the Association's manager, F. M. Luse, to the extent of $25,000 on a single risk, and can at its own option take an additional line.

The schooner Rosabelle left here for Sheboygan Tuesday morning.

The steamer E. M. B. A. left Tuesday night for Grand Haven, where she will receive a new cabin and texas, and a new Trout wheel. Captain L. B. Coates, her owner, is in command, S. D. Coates engineer. She will run on Lake Superior in the passenger and freight business the coming season.

D. E. Clow, ship carpenter, has done considerable repairs on Martin McNulty's schooner E. P. Royce, comprising six new deck beams and considerable new deck aft, nine new staunchions, new stringers, 13 by 4½, all around some new ceiling and catheads, new cabin and fore castle on deck, a general overhauling and recalking at a cost of nearly $1,500.

Captain Harry Woerpel will again sail the schooner E. P. Royce.

Elphicke & Co. chartered the schooner Elgin Monday for oats to Port Huron at 2 cents per bushel.

Captain John Prindiville returned here Monday afternoon from a trip south, which he thoroughly enjoyed.

C. W. Elphicke returned Tuesday morning from England. He says the leading European insurance companies that are represented on the lakes intend to have better rates, and will not accept the hull business at such low rates as last year. All the leading companies have paid very heavy losses on last season's business.

The tug Rollar, which has received a thorough rebuild at Miller Brother's shipyard, was towed to South Chicago Tuesday by the tug Calumet.

The steam yacht J. L. Yattaw will go into Miller Bro.'s dry dock to receive her machinery.

The steamer Louisiana is in dock for leak stopping.

The steamer Horace Taber is at the derrick receiving new main and mizen masts.

The steamer Luella H. Worthington will have her old machinery taken out at the derrick and go into dock to receive her new machinery.

C. E. Kremer, the well known marine lawyer, delivered a very able lecture on marine insurance at the Chicago No. 3 E. M. B. A. Lodge room Wednesday afternoon of last week. The lodge room was crowded by a very attentive audience, who greatly appreciated the lecturer's remarks on total loss, partial loss, general average, particular average, and the collision clause and the workings of the same under different circumstances, and much useful information was gained.

OFFICERS APPOINTED.

Northern Michigan Line appointments. Steamers, City of Charlevoix—Capt. Ira Bishop, First Mate Alfred London, Chief Engineer J. H. McLary, Purser W. L. Mercereau, Steward William Plumsteel; Lawrence—Capt. Joseph Boyd, First Mate Thos. G. Baldwin, Chief Engineer Frank Bowen, Purser Philip Chase, Steward Edward M. Bassett.

Seymour Transportation Co's. appointments. Steamers, Petoskey—Capt. Robertson, Chief Engineer R. Collins, Purser E. F. Roe, Steward Frank McQuillan; Puritan—Capt. Wm. Finnercan, Chief Engineer Ryan, Purser E. A. Robertson.

Appointments to C. W. Elphicke & Co.'s fleet. Steamers, Josephine—Capt. John Massey, Chief Engineer H. Cobs; Ohio—Capt. S. O. Marsh, Chief Engineer George Van Every; schooners, C. P. Minch—Capt. Hoffman; Thomas L. Parker, appointment not yet made. WILLIAMS.

DOMINION ENGINEERS AT FAULT.

THE CANAL TOLLS SETTLED.

Special Correspondence to The Marine Record.

KINGSTON, ONT.—In the House of Commons at Ottawa, J. D. Reid M. P. for South Grenville, moved for all papers in connection with the new channels at the Galops rapids, and several members of the House entered warmly into the discussion which followed. Some of our local pilots were interviewed on the subject and they all agree with Mr. Reid in his views and say that Mr. Reid speaks in such a way as to show the Department of canals that he knows what he is talking about, and the pilots say further, that when all information is received it will be shown that there was great carelessness somewhere in connection with the improvements made. It has become manifest, say the pilots, that the Government engineers first made a serious blunder in recommending that the new channel be built on the South Side and secondly in recommending that channel as safe for navigation when completed. This contention has been demonstrated by the cross currents which exist in it and which render it very dangerous to navigate. The pilots further claim that even with 17 feet of water as first proposed it would not be safe for a tug to take down a tow of barges. It is stated in Kingston that the Government intends widening the south channel from 200 to 300 feet, claiming that this will overcome the difficulty. This the pilots dispute, contending that the cross currents would still leave the channel unsafe even if the width was increased to 400 feet. The pilots say that if the Government would remove what is commonly called "the cellar" which is located in a channel in which the water runs straight down stream, then a waterway would be secured that could be navigated by all kinds of boats, singly or in tow, with perfect safety. The question might be asked what channel could be used while this is being done, as at present it is unsafe to use the south channel. To avoid any inconvenience the pilots recommend that certain changes be made in the new locks and canal now under construction opposite the Galops Rapids. The locks could be made 600 feet long by 100 feet wide and then a tow could be locked through in one lockage. This would enable vessels to lock up and down the river without using the Galops Rapids while the Government were making the desired improvements in the north channel.

The steamer Hero, came off Davis Dry Dock on Monday, after receiving new guards, bridge-trees and wheels (paddle.) The hull has also received large repairs and this steamer is now in fine condition for the summer work.

The ice in the Bay of Quinte does not show any sign of a break up and the opening of navigation will be later than expected.

For the past two years the rebate of canal tolls on the grain transhipped at Ogdensburg has been a bone of contention between the Kingston and Montreal Forwarding Co. and the Government, but this week the company have been informed that the Government will allow the rebate on the grain sent via Montreal viz. 18 cents per ton. The grain cargoes therefore pay only two cents per ton for all the canal system.

Captain D. B. Christie, the popular commander of the steamer Ella Ross, was in town this week on a visit to his friends and acquaintances who were all pleased to see him.

Mr. Arthur Cushing, who for two years has been purser on the steamer Olive has been appointed captain of the steamer Ida. His boat will run semi-weekly trips between Kingston and Ottawa next summer.

The Montreal Transportation Co., will at once lay the keel for a new wooden barge to carry 60,000 bushels, for the lake trade. MAGNET.

BAY CITY JOTTINGS,

Special Correspondence to The Marine Record.

BAY CITY, MICH.—Capt. Alvin Neal, of Port Huron, is in the city on business.

Capt W. E. Pierce, of the Benton, has returned from Port Huron, where he went to get his vessel ready for this season's work; she will receive a new crank wheel to replace the one broke last fall.

Capt. George H. Irving, of Saginaw, E. S., rode the goat into the local branch of the E. M. B. A. There is no lodge in Saginaw, hence the necessity of joining the Bay City lodge.

The tug Witch, of the West, has recived new stanchions, fender rail, and has been entirely recalked.

The ice in the river is almost as solid as ever, and an opening is not looked for before April 15th.

The Donaldson will be commanded by Capt. M. Canartney, and her consorts will be the A. W. Wright. Capt. James Bennett; Troy, Capt. Jep Williams; Jeness, Capt. Thomas Turner.

J. H. Graham, of the Graham & Morton Transportation Co., of Benton Harbor, was in the city last week. His firm are figuring on building another fine propeller to be used in the excursion business between Benton Harbor, St. Joseph and Chicago. She is to be about 200 feet keel, with a speed of 20 miles per hour. It has not yet been decided where she will be built.

The McGraw Steamship Co. have filed articles of association with the county clerk. The incorporators are Thomas Cranage and Joseph W. McCraw, J. S. McNeil, of West Bay City, and Edward Smith, of Buffalo. The capital stock is $140,000, all paid in. The office of the firm will be in Hampton, the township adjoining Bay City on the east, the object of which is to be relieved from the high rate of taxation they would be subject to in the city.

The owners of the steamer C. A. Forbes, are improving the vessel by adding a hurricane deck and renovating the cabins. They propose to put her in the passenger business between Saginaw and the shore the coming summer. The route is a paying one, and the Forbes ought to net a good profit for her owners.

The steamer J. C. Liken will ply between this city and the Au-Gres river as a freight and passenger boat. This is the only direct outlet the Au-Gres people have with this city.

Capt. James Davidson has about 5,000,000 feet of pine skidded along the Twin Lake branch of the M. C. R R., ready for shipment. The pine is all long stuff and will be used for deck planking, and other purposes. He is also getting out his supply of oak timber for the coming season.

Wheeler & Co., last week issued a card to the strikers giving them until the 21st. inst. to report for work on the same conditions and terms as before, or be barred from being again employed in the yard. A meeting of the strikers was held and a resolution that the strike be continued was passed. About 120 new men have been taken on to fill their places, and the work will be continued without them.

The steamer Monohansett, the property of the Davidson Transportation Co., will leave the river as soon as navigation opens. She has been rebuilt at the Davidson yard at a cost of $37,000 during the past winter.

Capt. Grummond has purchased from B. Boutell and Peter Smith, the steam barge Manistique, consideration $40,000. The Manistique rates A1, and is a powerful boat and will be fitted out with a modern wrecking outfit, including new rotary steam pumps and will be stationed at Cheboygan Mich., for wrecking purposes. Capt. Wm. Davidson and Wm. Hilslinger, have purchased from the same firm the tug Pensaukee. This boat will be operated on the river in connection with the tug Tempest, which they now own. J. P. R.

BUFFALO MARINE GOSSIP.

Special Correspondence to The Marine Record.

BUFFALO N. Y—About all of the Buffalo marine underwriters have gone to Detroit to attend the meeting of the lake insurance men.

Shipping-master Boyd still languishes in jail and the Buffalo Vessel-owners are thinking of combining interests and either joining the Cleveland Vessel Owners' Association, and requesting them to establish an office here, or combining on their own account and securing a man themselves. There is much doubt as to whether the big steamboat lines would enter into this scheme, as by paying Boyd a salary of $2,000 last year, they were at less expense than would be entailed by paying according to tonnage after the manner of the Cleveland vessel owners. Boyd may have another chance yet if he will hold his horses. The local vesselmen do not take the interest in this matter that they might, and though a meeting to take definite action was appointed for Tuesday the 22nd. not one vessel-owner put in an appearance. The Marine News Bureau, of the Northwestern Lakes, at Chicago, under the management of Homer J. Carr, seems to have secured a large share of the business of the United News Association, in furnishing a telegraph service for the lake papers. The U. N. A. is keeping very quiet, and it is thought to be cooking up some sort of a scheme. The new service has been adopted by the *Enquirer Commercial, Courier* and *Express*, and in a letter to your correspondent it was stated that three fourths of the lake papers were with them in the new venture.

It is thought Murphy's new boat will be ready for launching in about 10 days, and parties are already negotiating for her charter.

Another new summer resort may be established up the American shore near Angola, about 17 miles by water. Rumor has it that the promoters of this scheme are negotiating to secure the fast side-wheel steamer Greyhound from Detroit for the coming season.

It transpires that of the two big tugs building for the Black and White Lines, the Black Line tug is one foot longer and a foot more beam than the other. Her engine will be 25 x 28, and not 26 x 30, as was given out last fall. The White Line will have a 24 x 28 engine.

About $2,000 will be put into the steamer Shrewsbury, of the Niagara River Line, in giving her more deck room and putting in new condensers in place of the cumbrous salt water arrangements with which she is equipped.

The recent cold weather has greatly retarded work on fitting out vessels, and it is now certain that the opening will not be a very early one.

Canal-men have been protesting against the further extension of the Bird Island Pier in the direction originally intended, claiming that it lowered the water level in the canal. Division Superintendent George Chambers, says the trouble is with low water in the lake and that the pier cannot have any effect on the depth of the canal. "If the Lord will only fill up the lake we'll take care of the canal," he said.

Capt. Frederick's bear is still aboard the Uranus and has'nt slept a wink all winter, though eating nothing but its usual modicum of candy and beer.

Parrish & Co. are very busy and say they have all the work they can do. They have made a good start this year.

The Erie Canal will probably not open before May 1st., as there is a good deal of repair work to be done which cannot be started until the frost is out of the ground.

The Lake and Straits Yachting Association has now been permanently organized. Delegates visited this port from Detroit, Toledo, Cleveland and Buffalo, and completed the organization this week. The constitution, by-laws and sailing regulations of the Lake Ontario Yacht Racing Association were adopted with a few necessary amendments. The election of officers which followed resulted in these selections: Commodore—George W. Gardner, Cleveland. Vice-Commodore—G. W. Bills, Ohio, Y. C., Toledo. Rear Commodore—F. B. Hower, Buffalo Y. C. Acting Commodore—E. A. Davis, Citizens' Y. C. Detroit. Secretary—E. D. Miller, Michigan, Y. C. Detroit. Treasurer—O. W. Hepburn, Toledo, Y. C. These officers also constitute the board of managers with three delegates from each club. The first annual regatta will probably be held at Cleveland in August.

It is not generally known that in the equipment of Mr. Jay Gould's yacht Atlanta the specifications called for the best sidelights and headlights manufactured in the United States. After a careful investigation the contract was awarded to the present firm of Russell & Watson, of this port. Mr. Russell, Sr., is probably the best versed man, technically, on colored or bright lights for vessel use in the country, as the greater portion of his life has been passed in a close study of the various effect of shades and the different constructions.

OBITUARY.

(CAPTAIN WILLIAM PRESTON.)

Capt. William Preston, formerly of Oswego, N. Y., died in the Marine Hospital, Staten Island, on Sunday, March 20th, from the effects of a stroke of paralysis. The remains were taken to Oswego for burial. Capt. Preston was born in 1840 and had followed the lakes all his life, sailing from and residing in Oswego during his active service. He was well and favorably known to nearly all members of the lake marine, and many will be grieved to hear of his calling away, although he had not sailed during the past three or four seasons. Among the vessels which Capt. Preston had charge of are the well-known schooners, Samana, Knight Templar, Tom Simms, Michigan and Senator Blood. The captain had never been married. He was a brother of Capt. John Preston now of Oswego, and under the administration of President Arthur was inspector in the Oswego custom house.

Correspondence.

☞ We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

THE COURSE ACROSS THE PACIFIC,

ASHTABULA, O., March 22, 1892.

Editor of The Marine Record.

Enclosed you will find a solution to Mr. Frietsch problem published in your issue of March 10th on Mercator sailing.

The steamer Westover left San Francisco, Lat. 37° 48′ N., Long. 122° 26′ W., on the 21st of February, 1889, at 3 hours 16 min. p. m. local mean time, with orders to take the shortest route for Jeddo, Lat. 35° 40′ N., Long. 140° 0′ E.

On March 8th at 10 hrs. 45 min. a. m. local mean time, a steamer arrives in San Francisco and reports that she has signaled the Westover on the 28th of February 6 hrs. 30 min. p. m., apparent ships time, in Long. 151° 12′ W., and, after their meeting had steered a true course by Mercators chart until arrival.

I have endeavored to solve the problem and submit results. If not correct to the .001, it will answer all practical purposes in navigation. I will answer as far as the steamer Westover is concerned. The reporting steamer has arrived at San Francisco all O. K.

The true course steered by the steamer Westover until meeting the reporting steamer, as per Mercator, was S. 88° 26′ W., course to be corrected for variation should have been changed every 15. I have taken the average 13° 40′ E., per Barlow tables. Subtract from 88° 26′ leaves 74° 46′ corrected magnetic course steered by the Westover. Rate of speed eight knots per hour, nearly, time 7 days 1 hour 20 min., distance 1,362 miles to Long. 151° 12′ and Lat. 37° 11′ when spoken by reporting steamer. The Westover should continue to steer S. 74° 46′ W., until reaching 170° E., then it would be necessary to make a correction for variation to 12° E., as average for the last 30° of Long. to be sailed. Course from 170° E. to Jeddo S 76° 46′ W. and should be due at Jeddo March 17th a. m. nearly, apparent time.

I have allowed 6 hrs. 30 min. for Long. Actual time in making the time from San Francisco to Jeddo 24 days 3 hrs. 30 min. Average speed eight knots per hour.

Steamer, spoke Westover, Long. 151° 12′, Lat. 37° 11′, Westover should be steering 74° 46′ W., making about eight knots an hour. I have used Barlow's tables of variation.

BEGINNER.

SHORT HANDED CREWS IN THE ENGINE ROOMS OF LAKE STEAMERS.

NEW YORK, March 21, 1892.

Editor of the Marine Record.

We published an article in *The Engineer*, New York, February 20th, 1892, concerning short handed crews in the engine rooms of lake steamers, which was accompanied by an illustration of a twin screw, triple expansion engine, and in the article we stated that it was one man's work on the lakes to attend to this mass of machinery. A paper published in your city expends two pages of its space in endeavoring to show that the article was incorrect in statement and in the illustration. It seems necessary to explain that the illustration is merely typical of the machine to be looked after, and that it makes no particular difference whether the picture showed a 36″ cylinder or a 70″ cylinder. As to the matter of short handed crews in lake engine rooms, permit me to call your attention and that of your readers, to the following statement made at the National Convention of the Marine Engineers Association in January, 1891:—

SHORT-HANDED CREWS IN ENGINE ROOMS.

Delegate Thomas F. Dowd, (Chicago, No. 4), obtained the floor, and after stating briefly his pleasure at being able to meet the Supervising Inspectors unofficially, plunged directly into facts affecting engineers in his district. Bro. Dowd stated that one of the greatest disabilities they experienced was want of adequate force in the engine-rooms of lake vessels. Ten years ago, steam vessels of 350 to 500 tons carried two engineers and two firemen. To-day there are vessels of three and four times that tonnage which have no larger crews. Steamers of 1,500 tons capacity go round the lakes with only four men to man the engines. Brother Dowd depicted graphically the evils which resulted from this and the injury it was to the vessel-owner's property; he further said that they had fully represented this matter to the Supervising Inspectors but had been met with the assertion that these last were powerless to act. This statement was not satisfactory to the engineers, who saw that the deck department of lake vessels had an ample force, and that no restrictions were laid upon it; it was only in the engineers' department that vessels were short handed. Brother Dowd presented his case carefully, without animus or prejudice and made a marked impression.—The Engineer, New York, February 14, 1891.

We will only add to this that nowhere in the article written by us is it stated that there was no steamer on the lakes that did not have help enough. Also, let us say that the paper, or issue, containing that article was in great demand on the lakes and sample copies were repeatedly requested, and favorably commented upon. If the statements made by us were incorrect it is a little curious that this should be the case.

Since the date in question, January, 1891, the same complaint has been made as to short handed crews on lake steamers, but if those who run the steamers are satisfied, and there is really no cause for dissatisfaction in this respect, it is certainly superflous in us to ask for any addition, and in future we shall not allude to the matter.

We are always glad to receive criticism from persons who understand the subject they attempt to criticise, but it is a waste of time to try to answer the penny-a-liner, or average man, who by the chances of life, or his misfortune, has obtained control of a printing press. EGBERT P. WATSON & SON, Publishers The Engineer, N. Y.

THE DIFFERENCE IN DRAFT.

In determining the difference in draft of a vessel, when proceeding from fresh or partially fresh water to salt water or *vice versa*. A sample of the water should be reduced to a temperature of 62° Fahr., and should then be tested for salinity by standard instrument. The standard specific gravity of sea water is1.026 at that temperature.

For all practical purposes it may be taken that a vessel proceeding from river water into sea water rises ¼-inch per each foot of her mean draft, but should it be necessary at any time to make a close calculation, the rise in sea water will be the entire displacement, × .026, calculated in its equivalent in inches at the load water line.

Many examples of actual ships have been worked out, of which the following is one:—

A ship when loaded to a mean draft of 20 feet has, in salt water, a displacement of 2,643 tons, her displacement at the load line per inch at this draft is 13.6 tons. It is required to know what difference of draft there will be between river and sea water.

20 feet at ¼-inch per foot = 5 inches.
2,643 tons × .026 = 68.7 tons.
68.7 ÷ 13.6 = 5 inches.

The above system is a most reliable one, and is duly authorized by the marine department of the British Government, who we believe are somewhat hypercritical on the subject of displacement, load line, etc.

SUPPLY OF GRAIN AT LAKE PORTS.

The following table shows the visible supply of grain Saturday, March 5th, 1892, as compiled by George F. Stone, secretary of the Chicago Board of Trade:—

In Store at	Wheat bush.	Corn bush.	Oats bush.	Rye bush.	Barley bush.
Buffalo....	1,836,000	36,000	33,000	124,000	307,000
do afloat..	151,000	.....	.....	.....	.....
Chicago....	9,539,701	1,620,284	882,172	541,764	143,870
do afloat..	997,067	501,338	14,960	89,467	.....
Detroit....	592,900	13,800	33,800	38,500	27,200
do afloat..	.....	.....	.....	.....	25,668
Duluth.....	8,927,267	.....	.....	.....	.....
do afloat..	400,703	.....	.....	.....	.....
Milwaukee	341,135	15,488	9,552	78,590	230,908
do afloat..	.....	.....	.....	.....	.....
Oswego ...	25,000	.....	.....	.....	80,000
Toledo.....	1,488,223	496,024	127,495	95,112	.....
Toronto ..	154,000	.....	7,000	.....	143,000

PORTAGE LAKE CANALS.

Owing to the representations made to the Secretary of War by Senator Stockbridge with the concurrence of Mr. Stephenson, and others, the objectionable features of the order closing the Portage Lake canals to the lumbermen have been stricken out. Under certain restrictions, which are reasonable and not objected to, rafts of logs can now be passed through these canals at the convenience of their owners to their destinations. Secretary Elkins after having had his attention brought to the matter saw at once that should his former order stand, the interests of lumbermen would be seriously interferred with without any need or reason, hence without loss of time such instructions were conveyed to the Superintendent having such matters in charge as to relieve him from restricting the use of these waters in a way which would prove injurious to one of our most important industries. The lumbermen will, no doubt remember their indebtedness to Mr. Stockbridge and the other gentlemen assisting him for their zeal and promptness in securing for them rights which it would have cost them heavily to surrender.

M. E. B. A. No. 96.

The marine engineers of Houghton, Mich. have organized a Marine Engineers' Beneficiary Association, which is to be known as Houghton Lodge No. 96. The society is a strong one in the United States, lodges being organized in nearly all lake and sea-coast ports. The officers of the new lodge are as follows: Past pres., Edwin W. Curry, pres., Joseph Greenlief; vice pres., Moses Hebert; rec. and fin. sec., W. E. Geary; cor. sec. and treas., Edwin W. Curry; chaplain, Charles Fischer; doorkeeper, Peter Gaguon; conductor, George W. Allie; trustees, Telesphor Brasseau, Cyril Carpenter and Emil Seagens.

THE following lighthouse keepers have been appointed: Wesley A. Smith, assistant, South Manitou; Francis Jocker, keeper, Huron Island; William Pinkerton, keeper, Raspberry Island; John McCarty, first assistant, Jacob F. Smith, second assistant, Gray's Reef, The Lighthouse Board has decided to establish two additional lights on April 15, one at Two Harbors and the other at Seul Choix Point; and also to re-establish the light at St. Joseph's Pier, which was put out on account of the formation of a bar in front of the harbor. This bar has now disappeared.

GRAIN STORAGE.

Special to the Marine Record.

The Duluth Imperial Mill Co. has received bids from Buffalo for the building of its second big flour warehouse on the Tifft farm property. It has now a capacity of 50,000 barrels there and the new house will double this. It intends to add two more warehouses of the same size in the near future, which will give it a storage space of 200,000 barrels, covering a floor space of at least 250,000 square feet. This mill is getting to be one of the great institutions of the country, and it expects to soon be able to buy its wheat at its own country elevators, ship in its own vessels to Buffalo and store in its own warehouses at Buffalo, Toledo, New York and elsewhere.

Since my last letter we have had the most severe storm ever known at the head of the lake, on Wednesday the wind blew fifty-eight miles an hour and it was accompanied by snow and cold. Ice was broken and forced toward the south shore, leaving a free passage down the north shore. Cold weather has succeeded, however, and the ice is heavier than a week ago. The general hope is that navigation may open early, especially as early spring will be greatly needed by the farmers of Minnesota and Dakota, who have done little of their plowing and must do it very early or be obliged to forego it entirely. If they do forego early plowing the amount of wheat cargoes Duluth will be able to furnish in 1893 and the fall of 1892 will be extremely limited. The first ice breaking has already been done, the Record of the Inman fleet breaking out several other boats of the line.

Wheat and flour in store here this week shows the following figures:—

	Bushels.
No. 1 hard in store	1,585,239
No. 1 Northern in store	4,431,319
No. 2 Northern in store	1,365,659
No grade in store	1,198,274
Other grades in store	690,341
Total in store	9,270.842
Wheat afloat in harbor	400,703
Total	9,671,545
Increase during the week	343,575
In store a year ago	4,149,613
Barley in store	15,668
Flaxseed in store and afloat	326,090
Flour in store	86,980
Flour produced in week	13,516

The large quantity of flour in store is because of the fact that railway shipments from Minneapolis have begun. It is expected that by the opening of navigation there will be over 300,000 barrels in store, and the totalflour business of the year is expected to be considerably in excess of last year, despite the fact that the "Soo" road is to make a desperate effort to pull traffic via Gladstone and its new whaleback package freighters.

Wheat receipts are expected to be much larger soon, in fact have already picked up, and fully 15,000,000 bushels are likely to be in store by the opening of navigation. The Lake Superior Elevator Co. has been in the market lately for a large quantity of wheat and has bought in fully 500,000 bushels.

The Board of Trade has made elevators B and C of the Lake Superior Co. private houses, and will probably be asked to do the same for one of the Great Northern houses. This will probably increase receipts of low grade wheat here and may exercise a good deal of influence on the market.

The Keystone Lumber Co., of Ashland, has had its tug Keystone here all winter refitting. The tug was launched last year at Buffalo, and is one of the best boats on Lake Superior, but was hurried into service long before her upper works were finished. In a week or two the boat will be in excellent order. She will be in charge of Capt. Cobum, who formerly owned the Paige, and will tow for the owners, as well as bring to Duluth some 14,000,000 feet of logs from the south shore. Log towing in general will be far in excess of any previous year.

E. W. D.

THE World's Fair Transportation and Accommodation Co. of Michigan has filed articles of incorporation. The capital stock is $10,000, all of which is paid in. The object of the company is to carry people to and from Chicago during the Columbian Exposition, provide them with hotel fare while there, take them to the exposition and other points of interest, supply them with all kinds of necessary information and otherwise provide everything necessary *a la* Cook's tourists and all this for a stipulated consideration to be paid in advance. The stock-holders are all prominent young business men.

EVERY mariner trading to Lake Ontario from the Upper Lakes, is acquainted with Edward Murphy, marine supply dealer at Pt. Dalhousie, and will be pleased to learn that business is prospering in the hands of their old friend. He has now taken into partnership Frank Scott, and been appointed local agent for the St. Catherines Grimsby and Toronto Navigation Co. The new firm of Murphy & Scott has our best wishes for their continued success and prosperity, a prosperity earned andbacked by the important fact that during the long period of 15 years, Mr. Murphy never had a dispute with any one of hismany business friends or customers passing through the water-ways of the Great Lakes.

Notes.

THE United States Engineer for one of the lake districts has ordered from the publishers three copies of "Pearsons Manual of Navigation for the Lakes." We noted in a previous issue that the advance sales of this book were large, it is now learned that the first edition was half exhausted within ten days of its date of publication.

IN a letter to THE MARINE RECORD, Pawling & Harnischfeger of Milwaukee, Wis., manufacturers of the Beck Steam Steerer, state that they have now on hand orders for twelve of their Steerers and are constructing three machines for the American Steel Barge Co. Superior, Wis., besides receiving a great many inquiries from intending builders and owners.

THE Naval Bill introduced by Mr. Herbert, from the committee on naval affairs contains a clause asking for an appropriation of ten thousand dollars for ocean and lake surveys, the publication and care of the results thereof; the purchase of nautical books, charts and sailing directions. We can not refrain from stating that ten times this amount could profitably be expended for the Great Lakes alone.

THOMAS DREIN & SON, Wilmington, Del., have just received an order from F. W. Wheeler & Co., Bay City, Mich., for four of their 20 foot metallic life boats. A large number of inquiries are being regularly received from lake shipyards and owners and the order for shipment in April and May aggregate six car loads, four boats going in each car, all for lake use.

MR. HARRISON B. MOORE, president New York Lighterage & Transportation Co., has had a Roberts boiler in his steam launch Pampero on Lake George for the past three years and claims 22 miles per hour. She is undoubtedly the fastest boat on Lake George, although there are about 20 others with Roberts boilers in them. Mr. Moore is now building a salt water yacht of about 112 feet length. She will have a Roberts boiler with about 40 square feet of grate.

WE have received from the Kendall Marine Reporting Co., Port Huron Mich., a handy compendium styled "A Wages Table Book" containing calculations by the day from $5 to $125 per month, also hour work from five to sixty cents per hour. This little work, will, no doubt, be of advantage to every vessel master as a ready reckoner in making up wages accounts during the season, the nominal sum of twenty-five cents which the publisher charges, will, no doubt, secure for it a wide sale. Mr. Ed. Kendall will please accept thanks for the copy now before us.

THE contract for the construction of the new steel passenger steamer for the Goodrich Line will be let during the month of April or early in May. She will be 45 ft longer and will have 6 feet more beam than the Virginia. The dimensions decided upon are: 300 feet keel; length over all 320 or 322 feet; depth of hold 25 feet. The extra beam will enable the introduction of two tiers of staterooms without resorting to the arcade plan of the Detroit and Cleveland steamers, or infringing upon the width of the saloon. It is claimed that the width of the hull will not prevent builders from obtaining lines for speed, and the intention is to have her fully as fast as the Virginia.

THE following notice to owners and masters of British sealing vessels has been issued from Ottawa, under date of March 21st: "Notice is hereby given to all persons having claims for compensation for loss or damage by reason of expulsion from, or warning out of, Behring Sea under the provisions of the *modus vivendi* between Her Majesty's Government and that of the United States of America during the year 1891, that all claims must be lodged at the office of the collector of customs at Victoria, B. C., within a month from the date of this notice. Claims not lodged within the time specified will not be considered." CHARLES H. TUPPER, Minister of Marine and Fisheries.

MR. JOHN M. CRONENWORTH, a well known marine engineer, writing to the manufacturer of the Kendall Piston Packing, under date of January 12, 1892, says: "I am pleased to say that your packing placed in the tug Torrent has given entire satisfaction. We commenced to tow rafts (the hardest kind of work for an engine) in March, and ran continually until November, the rings never gave the least trouble. I took them out this fall, cleaned them, put them back, and they are all right for another season. The engine works very free with your rings, makes more turns and uses less oil than with any other rings I have ever used in my experience as an engineer, I cheerfully recommend to any one wanting a good reliable piston ring."

EVERYBODY who recalls the conundrums of his youth will remember that a woman is often like a ship. Some time she is attached to a buoy, or is tender to a man of war, or hankers after a swell. Some times she goes into stays, or makes up to an old pier. Sometimes too, she is a whaler, and sails into a a little cove like good old Mrs. Trimmer. It has been further pointed out that the word for a ship is feminine in most languages, and that women have frequently been called ducks, doubtless from the natural way they take to the water externally and internally (and eternally too, it is devoutedly to be hoped.) Some esoteric pundits hold that Paul saw the resemblance between gals and galleys when he spoke of woman as the "weaker vessel," A miserable cynic in a garrison town adds that when a weaker vessel is a tender to a man of war, she is often a cutter to a man of peace.

OFFICERS APPOINTED.

Thomas Adams of Detroit, Mich., has made the following appointments to his fleet for this season: Steamers, Thomas Adams—Capt. D. Nicholson, Engineer James Kelly; Jesse H. Farwell—Capt. D. Duncanson, Engineer W. F. Cullen: Spinner, Capt. George Kendall, Engineer T. J. Kelly. Schooners, G. H. Rutter—Capt. S. L. Ketchum; Jeremiah Godfrey, Capt. D. W. Matteson; Shawnee, Capt. John Eberlein.

Capt. John Shaw, manager of the Shaw-Eddy fleet, has made the following appointments: Steamers, C. A. Eddy—Capt. H. L. Shaw, Engineer M. Owen; E. C. Pope—Capt. H. Zealand, Engineer R. Hill; N. A. Eddy—Capt. T. W. Manuel.

Mr. Washington Bullard, General Manager of the Union Steamboat Co. has appointed the following named masters and engineers to that Line for the season of 1892: Chemung—Capt. Walter Robinson, Engineer Chas. Wall; Owego—Capt. John Byrne, Engineer H. C. Jordan, Tioga—Capt. A. A. Phelps, Engineer John Mayberry; H. J. Jewett—Capt. D. Bordeaux, Engineer Geo. Fritsche; Rochester—Capt. W. P. Garden, Engineer N. Johnson; New York—Capt. J. M, Clossey, Engineer Jos. Howlett; Avon—Capt. J. Frawley, Engineer F. Colton; Portage—Capt. Jas. Jackson, Engineer Geo. Haig; Nyack—Capt. Thos. Judge, Engineer Alex Jones.

REPORT YOUR BOILERS.

The local steamboat inspectors, of Milwaukee, have suspended the license of Joseph A. Sweetman, of Sturgeon Bay, last season engineer of the steamer William Rudolph, because of a violation of one of the rules promulgated by the board of supervising inspectors for the Government of steam vessels. The board held that he neglected the boilers of the Rudolph and thus impaired its serviceableness. The above particulars were taken from the Evening Wisconsin, of Milwaukee. Mr. Sweetman states that when he took charge of the boat in the spring he found that the boiler had been left in very bad shape; but that the owners asked him not to report it to the inspectors, as it would make them trouble and cause the engineer who was on her the season before to lose his license. He therefore cleaned the boiler up and got it in as good shape as possible. He was somewhat surprised to find that the engineer who was really to blame for the condition of affairs had made a complaint against him for neglecting the boilers. The papers were revoked for only thirty days, which time expires on the 20th of this month. Mr. Sweetman has a good reputation as an engineer and the suspension of his license seems to be a new departure in the duties of the local inspectors. No engineer ought to be asked to condemn or pass judgement upon the skill or the work of his predecessor.

LIGHTSHIP COMMUNICATION.

The technical difficulties of laying a telegraphic cable between lightship or lighthouse and the shore cannot be regarded as insuperable. Other nations have overcome them, and it will be remembered that the Telegraph Construction and Maintenance Co., in 1871, established and maintained for a short time telegraphic communication by cable with H. M. S. Brisk, which was moored about 60 miles from the Land's End and was intended to be used as a floating telegraph station. The Sunk lightship, too, was effectively connected with Walton-on-the-Naze, a distance of 9 miles, some 4 or 5 years ago. But, because no great maritime disaster was held to have been averted by this telegraphic connection, the cable was removed. If we were to follow this principle of removing everything that did not within a certain limited period demonstrate its usefulness, we would perpetrate some grave errors. As well remove a ship's boats because they were not required on one particular voyage, or a lifeboat from a dangerous coast, because during one season no wrecks occurred there.—*Nautical Magazine.*

AN EFFICIENT FOG-HORN.

There has been a growing necessity for a more efficient mechanical fog-horn to be used on the sailing tonnage of the United States and to meet this demand we find the Gas Engine and Power Co., Morris Dock, New York, have placed upon the market a device which is likely to supersede the "Norwegian" and other styles of horn in use at the present time.

The law now calls for a mechanical instrument instead of the mouth and chest purchase formerly in use, and those vessels who do not have the mechanical appliance are liable to vitiate their insurance besides standing their chance to lose their suit in a case at law.

The new device patented and manufactured by the above named firm is styled "The American Fog-Horn" and is not affected by exposure. All of the working parts of this horn are of superior metal and the inventor has paid special attention to the factor of durability as well as efficiency in its special use.

LOADED DOWN WITH HONORS.

A communication from Wisconsin was delivered at this office a few days ago addressed to the Secretary of an extensive and universally known shipbuilding firm, although the face of the envelope bore the house flag under which this paper travels, the purser dare not ignore the superscription traced so legibly above the colors under which we are sailing, and clearly recognizing that the very name was a synonym of punctilious perfection in commercial and mercantile ethics (although his palms itched to ascertain if a small share of the long green might not be under the cover for appropriating into his always collapsed coffers) he nobly, disinterestedly and with the most business like discipline that ever was observed in the sanctum of a marine paper or in anything or anywhere else appertaining to the marine element in so far as we are advised, enclosed, sealed and addressed this package, and before any long shore pirate had the chance to board him for that of which he has but all too little, he heroically consigned the communication, containing perhaps the elixir of life, to the tender care of the postal officials, so that this puissant arbiter of the "filthy lucre" whose cognomen it bore, might become duly possessed of that which belonged to him.

All so far was fair weather, clear sailing, and everything ship shape and above board until a Wanamaker satellite came hovering around the quarter deck with the following:—

March 22, 1892.

Publishers THE MARINE RECORD.

GENTLEMEN:—I have your note of yesterday covering a letter addressed to me and have absorbed the surprising contents of the enclosure. Some people are born to honors, some achieve honor, and some have honors thrust upon them—apparently I belong to the latter class. If the good people of Rhinelander have without my knowledge or consent, elected me to such a responsible and laborious position as Secretary of the RECORD I must beg to tender my resignation to take effect at once, as it takes more gray matter than I possess to run a "newspaper" and the wear and tear, not only upon my nervous system, but upon my moral sensibilities ("*I cannot tell a lie,*") would be fatal to both my temporal and spiritual welfare. I have had some modest hope that when my summons came to join the innumerable caravan that moves to the pale realms of shade, I might "wrap the drapery of my couch about me and lie down to pleasant dreams" but, if I am to become the official of a marine journal, I might as well at once hang up the sign which Dante saw at the gates of Hades. "All who enter here leave hope behind."

Awaiting with some trepidation the outcome of this newly acquired misery, I am Very truly yours, ———

And now if ever the ancestor of an albatross felt tangled up in the two ends and the bight of a jumble eye the purser of this ere craft is the man, for the "long green" is held under the signature of an official who voluntary abdicates his authority while Wanamaker's myrmidons won't part without the wily Secretary's signature.

LAKE CARRIERS' ASSOCIATION.

President S. D. Caldwell, in his recent annual address advocates the larger lake ports being represented in the Association by permanent committees in the following order:

FIRST—A committee on finance, to consist of seven members, to whom shall be referred all matters relating to the raising of money, and all other matters not falling within the jurisdiction of any other committee hereinafter named.

SECOND—A committee on rivers, harbors and channels, to consist of five members, to whom shall be referred all matters relating to rivers, harbors and channels, legislation relating thereto, and rules and regulations governing the use thereof.

THIRD—A committee on aids to navigation, to consist o five members, to whom shall be referred all matters relatin to lights, signals, buoys, and other aids to navigation.

FOURTH—A committee on miscellaneous legislation, to consist of five members, to whom shall be referred all matters referring to bills, measures, or regulations proposed, enacted or made by Congress or any governmental board or officer, not falling within the jurisdiction of the committee on rivers and harbors, or the committee on aids to navigation.

ALIEN LABOR ON THE HIGH SEAS.

The lines of the alien labor law is being drawn tighter than ever, and it is now announced by the Treasury Department to all the immigration inspectors along the Canadian border, that the shipping of Canadian seamen in United States vessels is a violation of the laws of 1885 and 1891 to employ alien sailors, (Canadian or other nationalities) on American vessels sailing between ports of the United States and Canada, seamen it is stated, must be American citizens prior to such employment. Formerly it was universally understood that only a portion of the crew need to be American citizens. A penalty of $1,000 and imprisonment for not more than one year for each offense is prescribed for a violation of this provision.

While able seamen require only a residence in this country, captains, mates, etc. must possess citizenship; the revised statutes providing that officers of vessels of the United States shall in all cases be citizens of the United States, and on the strict rendering of this clause alone has the navigation of United States tonnage been practically carried on heretofore.

A feature of the law concerning the employment of alien sailors, that may be of particular interest to vessel-owners and officers, is in the provision that in case a United States vessel bound for a Canadian port should be deserted by her American crew on arriving at that port, the master may ship a crew of Canadians or other foreigners to bring her back to her home port, without any violation of the law. The Canadians so employed, would, of course, have to pay their passage back. At least they could not legally ship in an American vessel to work their way back, or to go to any other port.

DURING 1891 there was manufactured in Michigan 3,599,532,000 feet of lumber and 1,826,,874,000 shingles. This shows a decrease from 1890 of 486,236,000 feet of lumber and 643,705,000 shingles.

The Marine Record.

ESTABLISHED 1878.

Published every Thursday, at 144 Superior Street, (Leader Building,) CLEVELAND, O.

IRVING B. SMITH. }
CAPT. JOHN SWAINSON, } - - - Proprietors.

BRANCH OFFICE,

CHICAGO, ILLS., - - - 252 South Water St.

THOMAS WILLIAMS, Associate Editor.

SUBSCRIPTION.

One copy, one year, postage paid, - - - - - $2 00
One copy, one year to foreign countries, - - - - $3 00
Invariably in advance.

ADVERTISING.

Rates given on application.

THE MARINE RECORD can be found for sale by the following agents and news dealers:

AMHERSTBURG, ONT.—George Taylor.
ASHTABULA HARBOR, O.—O. C. Large, O. M. Kohne.
ASHLAND, WIS.—Post Office News Stand.
BUFFALO, N. Y.—Miss McCabe, Elk st.; W. H. Boyd, 60 Main st.
CHICAGO, ILLS.—Thomas Williams, 252 South Water street.
L. P. Ballin, 33 West Randolph street.
CLEVELAND, O.—Cleveland News Co, 118 Wood street; G. F. Bowman, corner Pearl and Detroit street; R. A. Castner, 254 Detroit street E. J. Ray, 452 Detroit street; Larwood & Day, 259 Superior street; N. Hexter, 303 Superior street; Taylor, Austin & Co., 116 Public Square.
DETROIT, MICH.—George Abrams, River Reporter.
DULUTH, MINN.—Albertson & Chamberlain, 323 West Superior st., Zenith News Stand.
DUNNVILLE, ONT.—J. H. Smith.
ERIE, PA.—Reed Caughey, W. J. Sell, Moses Dryfoos.
ESCANABA, MICH.—John Finnegan, Sourwine & Hartnett.
HURON, O.—John Squires.
HOUGHTON, MICH.—F. W. Kroll.
KINGSTON, ONT.—John Henderson & Co.
LORAIN, O.—C. C. Knapp, J. B. Tunte.
LUDINGTON, MICH.—Fisk & Co.
MANISTIQUE, MICH.—W. S. Gilbert, Post Office Block.
MARQUETTE, MICH.—Vannier & Bigelow.
MILWAUKEE, WIS.—T. S. Gray Co., 126 Wisconsin street.
OWEN SOUND, ONT.—H. P. Adair & Co., J. Sharpe, Jr.
PORT HURON, MICH.—D. E. Lynn, Marine Reporter.
SARNIA, ONT.—J. G. McCrae, D. McMaster.
SAULT STE. MARIE, MICH.—J. P. Haller, Water street.

☞ Subscribers and others are respectfully invited to use the columns of THE MARINE RECORD for the discussion of pertinent topics and all matters relating to the welfare of the Lake Marine. N. B.—We do not hold ourselves responsible in any way for the views expressed by our correspondents. Contributions must in every case be accompanied by the full name and address of the writer, and be at this office not later than Wednesday morning.

Entered at the Post Office at Cleveland as second class mail matter.

ALL MAIL MATTER

Pertaining to the Editorial and Business Departments of THE MARINE RECORD should be addressed,

"SMITH & SWAINSON,
148 SUPERIOR ST.,
CLEVELAND, OHIO."

CLEVELAND, O., MARCH 24, 1892.

OLD soleil has crossed the equator and is slowly shaping his course north again, this fact does not proclaim, however, the direct opening of lake navigation, for notwithstanding the eagerness which this event is looked forward to, there are only two seasons recorded where vessels passed the "Soo" prior to May 1st, nor is it to be expected that general navigation will open much if any earlier this season.

IN our advertising columns may be found proposals from the Treasury Department asking for bids for the construction of two steam launches for the United States Revenue Cutter Service for Puget Sound. As there are several lake firms engaged in the building and equipment of this class of tonnage, we hope that it will be our pleasure to chronicle the awarding of the contract to a near by competitor.

THOSE who desire to pass the local inspection board may now understand that the examination has been reduced to writing and all questions are so answered. If local inspectors are either too lax or too strict, irrefutable evidence is furnished in the applicant's handwriting. One more step is necessary, and that is, that all examinations be sent to the Supervising Inspector of the district for final report before the issuing of a license.

AN amplitude of the Sun as means of determining compass errors; is one of the simplest and most accurate methods known, and as a large number of the high class tonnage are now fitted with instruments for taking bearings, several courses might be corrected each day until a reliable table of corrections and changes had been compiled. Baxter's Amplitude cards are computed for the lakes during the season of navigation, and they are well worthy of a place in every pilot house.

IT has been suggested that the local steamboat inspectors ought to inspect all lake steamers in the spring of the year and before the season of navigation has fairly opened. Three steamers per day is about the average work of the Cleveland office and with only 300 to inspect this would prolong the time to nearly four months. Owners do not desire to keep steam up during the winter and unless the entire staff of the inspection service could be detailed for duty on the lakes until all tests had been applied it would seem a difficult task to inspect the entire fleet in so limited a time, although it would be a great benefit to vessel owners if the steamers could be inspected previous to the opening of navigation.

THE Lind Bill, now before Congress calls for regular entries and clearances at each port so that correct statistics of lake commerce may be compiled. A report is all that is asked for, and if the master is too hurried a clerk or any authorized person may make the required entry at the Custom House. Lake statistics have too long been open to contradiction and corrections, and the government is justly entitled to a knowledge of the true volume of lake commerce so as to facilitate legislation. This apparent innovation can work no hardship to vessel-men, and it will probably be the means of bringing about wider benefits when the River and Harbor Bills are under consideration. With tne Mississippi commerce tabulated on the same lines, the largest appropriations will go to support the greater volume of transportation, and the lakes need have no fear of the result. In the past as well as at the presen time, "the Father of waters" monopolizes more than its just dues, and no better argument than cold figures is wanted to show where the pulse of the internal commerce is situated. By all means let the lake Custom House figures be augmented by every pound of cargo entered and cleared at each lake port, and then Mississiippi appropriations may perhaps come this way instead of the moiety which it has been customary to grant

LAKE SUPERIOR LIFE SAVING STATIONS.

The dangerous coast along the south shore of Lake Superior would no doubt be rendered less unsafe if the life saving stations in the locality of White Fish Point were connected by telephone or telegraph, so that when a wrecked or stranded vessel was reported, the nearest station might be notified to proceed to the wreck without loss of time.

The service in the tenth district, comprising this dangerous locality, is well and ably subserved with the present appliances at command, but so dangerous is the locality between White Fish and Keweenaw Point that a prominent vessel-owner who has sailed for a number of years in the Lake Superior trade suggests that a steam patrol should be kept traversing the above region during the early spring and fall of the year, such a patrol is used on the Atlantic Coast and the suggestion of our practical friend contains more wisdom than the untechnical mind can readily conceive.

It is no longer possible to rest contentedly on our oars and let the service of past years be considered ample for the future, a spirit of progression is abroad and all that appertains to the amelioration of the condition of mankind and the welfare of commerce should be earnestly advocated and strenuously insisted upon.

To come back to White Fish Point which is a most important headland to the Lake Superior navigator, we find that the nearest life saving station, Vermillion Point, is ten miles distant and that no telephone connection exists between Deer Park, Grand Marais, or Vermillion Point with White Fish, it is also a fact that at least some of these stations have been equipped with telephone instruments which we presume are annually paid for without any service being obtained from or through them, why not connect these instruments? Again, that the floating equipment is none too good ample evidence was furnished from the fact that during a storm last November one of the life boats in trying to assist the Canadian schooner Neelon capsized and floated ashore bottom up, and yet, the amounts annually expended and the unquestionable talent required on the staff of this national service should warrant the crews in risking their valuable lives in nothing but the best and most approved life saving outfit and equipment. No inquiry or report has been made in so far as we are advised on this capsize of the self bailing, self righting, and self saving coach which the crew could not make stand up in a surf, was she a life boat at all, or only an apology for one? such a circumstance ought not to be again chronicled, as the average citizen is taught to believe that no dug-outs are permitted in the service and that men risk their lives in an attempt to save others, with every safe guard that skill and science can throw around them. The United States life saving service is conceded to be the most advanced national institution of any in the world, and being so, every effort need be turned toward maintaining its prestige and conserving its already well earned honors.

A report now comes from across the Atlantic suggesting that lightships be supplied with a modified type of life boat, and as lighthouses are always located on the most dangerous portions of a shore line, a similar outfit might, with good reason, be applied wherever a sufficient number of volunteers could be found to mann such a boat. The outfit and equipment cost but a small portion of the annual expenses of the service, and if a few of the service inspectors were detailed to other duty and their salaries for only one year devoted to the better equipment of the stations as recommended by keepers and superintenderts the service would no doubt be greatly enhanced.

OHIO FISHERY QUESTION.

There is now a bill before the Ohio Senate, introduced and fathered by Mr. Kelley, asking that a close season be made on fishing in the waters of Ohio, which, according to the unwritten law of nations and universal custom, is within a three mile limit of the shore line.

This question of a close season for fishing ought to be looked at from more than one standpoint. A close season to conserve the animal life of the waters tributary to the State is no doubt a broad, well considered measure, but legislators should be careful when advocating such a law that no serious discrimination is brought about to the detriment of the entire industry in Ohio, and there is every probability that if the Kelley bill should be passed by the Senate a gross injustice would be perpetrated on the citizens of Ohio engaged in this occupation.

For the better illustration of this question it may be assumed that a close season had become a law, what then would prevent our neighboring State from draining these conserves? Erie is already quite a fishing depot, and as no close season is observed in Pennsylvania, it is but natural to expect that active fishing would be carried on by the home boats close to the Ohio preserves, and thus Ohio would simply be depriving her citizens for the benefit of Pennsylvania.

Another somewhat novel complication would exist in the question of determining the three mile limit, as without instruments to measure the exact distances, endless litigation would be liable to ensue where a too zealous conservator of State rights floated around the fishermen. As we have said, it is not equitable or just to restrict the rights of one citizen more than another, and with free ground to the eastward the act would be rendered abortive by the supply of fish being drawn to Erie during the proposed close season.

NOTICE TO MARINERS.

UNITED STATES OF AMERICA—NORTHERN AND NORTHWESTERN LAKES.

St. Joseph Pierhead Range Light.

Notice is hereby given that, on or about March 31, 1892, the fixed red tubular-lantern range light, which was discontinued October 31, 1891, owing to the shifting of the channel over the outer bar, will be re-established, on a post 25 feet high, on the outer end of the North Pier at St. Joseph Harbor, Lake Michigan, Michigan.

The light should be visible in clear weather 2 or 3 statute miles, and with St. Joseph Pierhead Light will form a range showing the direction of the pier and the course to be followed in entering the harbor.

Seul Choix Pointe Light.

*CORRECTION TO NOTICE TO MARINERS NO. 17, of 1892.

The light will illuminate 270° of the horizon extending from S. S. W. through eastward and southward to E. S. E. Bearings are true and from seaward.

By order of the Lighthouse Board.

JAMES A. GREER,
Commodore U. S. Navy.

Office of the Lighthouse Board,
Washington, D. C., March 18, 1892.

*The correction above noted is on the bearings given last week as extending from NNE through eastward and southward to WNW.

THE LARGEST TUG LINE ON THE LAKES.

The Saginaw Bay Towing Association can now lay claim to having the largest fleet of tugs on the lakes. They have purchased from Capt. S. B. Grummond, of Detroit, the tugs Winslow and Sweepstakes, consideration $34,000. They have now 14 tugs, the names of which are as follows: Traveler, Niagara, Annie Moiles, Peter Smith Ella Smith, Sarah Smith, Rummage, Westover, Sea Gull, Florence, Sweepstakes, Winslow, Charlton, and a new tug that has not yet been named. The Traveler and the Peter Smith are in winter quarters at Ontonagon. The Florence and Sea Gull are the smallest in the fleet, and will probably be kept on the Saginaw river The Charlton is also a new addition to their fleet, and is a Canadian wrecking tug, which will allow them to do business in Canadian waters.

THERE is now about twenty-two feet of water at the entrance to Muskegon, a draft which is suitable for even the largest lake tonnage.

PERSONALS.

Mr R. K. Winslow is progressing fairly towards convalescence and is expected to be out at business again in a few days.

Mr. Fred Pell, representing the American Ship Windlass Co., visited the city this week in the interests of his firm.

Mr. M. A. Bradley, Capt. George P. McKay and H. D. Goulder visited Detroit this week as a committee to protest against bridging the entrance to Duluth harbor.

J. J. Lynn, marine reporter, Port Huron, spent a few days in Cleveland this week visiting vesselmen and making business arrangements for the coming season.

Capt. Thomas Wilson, after a four weeks vacation in Florida, is due at business again on Saturday next.

Captain Alfred Mitchell has returned from his Southern trip looking much improved and judging from appearances well able to cope with the turmoil of a brisk season's work.

Captain Lewis Huntoon, who is now almost better known in Detroit than in his old home port, visited Cleveland this week and called on many of his sailing friends of the bye-gone days, all were pleased to see him. Captain Scott, the marine insurance agent candidly admitted that his old shipmate had the brightest eye of any septuagenarian flat-foot of his acquaintance.

Captain Alexander McDougall, general manager of the American Steel Barge Company, was in Cleveland for a few hours on Sunday on his way to New York. He expects to be in Cleveland again on his return West about Saturday of this week.

T. R. Harvey, marine reporter at Sault St. Marie, is visiting the lower lake ports, and is expected to arrive in Cleveland today.

THE RIVER AND HARBOR BILL.

The House Committee on Rivers and Harbors have completed the consideration of the regular river and harbor appropriation bill. It appropriates $20,700,000 and authorizes the extension of contracts to continue improvements.

The estimates of the engineers aggregated eighty-five million dollars, half a million is in the bill for the preliminary work on the deep water channel throughout the Great Lakes.

Representative Blanchard, chairman of the committee and Messrs. Vincent A. Taylor and Tom L. Johnson worked unceasingly for the best interests of the bill.

The following is a list of appropriations for lake harbors in excess of $10,000:

New York—Buffalo, $300,000; Dunkirk, $20,000; Charlotte, $25,000; Ogdensburg, $40,000; Oswego, $30,000.

Pennsylvania—Erie, $40,000.

Ohio—Ashtabula, $70,000; Cleveland, $100,000; Fairport, $35,000; Huron, $15,000; Port Clinton, $10,000; Sandusky, $41,712; Toledo, straight channel through Maumee Bay, $200,000; Conneaut, $25,000.

Indiana—Michigan City, outer harbor, $30,000; inner harbor, $15,000.

Illinois—Calumet harbor, to maintain existing work, $15,000; Chicago, $72,000; Waukegan, $25,000.

Michigan—Charlevoix harbor, $10,000; Frankfort, $10,000; Grand Haven, $40,000; Grand Marais harbor of refuge, $30,000; Manistee, $50,000; Muskegon, $75,000; Ontonagon, $20,000; Sand Beach harbor of refuge, $150,000; St. Joseph, $50,000, South Haven, $10,000; Marquette, $80,000; Petoskey, $20,000.

Wisconsin—Green Bay, $10,000; Kenosha, $15,000; Kewaunee, $20,000; Manitowoc, $18,000; Milwaukee refuge, $75,000; Milwaukee harbor, $14,000; Racine, $25,000; Superior bay and St. Louis bay, $70,000; Sheboygan, $20,000; Ashland $45,000.

Minnesota—Duluth, $80,000; Grand Marais, $10,000; Agate bay, $30,000.

WORD FROM ABROAD.

A private letter postmarked Cadiz, Spain, from Mr. Smith, chief engineer of the Cleveland built steamer Wadena, has just been received by Mr. Robert Wallace, of the Cleveland Shipbuilding Company. From this communication it is learned that this handsome steam yacht steamed 10.000 miles on her route across the Atlantic without experiencing the slightest mishap in any particular. The engineer is highly pleased with the machinery, all of which was turned out at the works of her builders. The Magnolia metal was used for main shaft bearings, and as it was a new metal to both the engineer and the builders, some anxiety was experienced regarding its service. Mr. Smith states that he is highly pleased with the excellent results shown from the Magnolia metal, and writes that if he was fitting out similar tonnage for himself no other metal should be used. It is highly gratifying to note that so perfect were the engines and all auxiliary machinery, that little or no lost motion had to be taken up in this 10,000 mile trial trip, and the seaworthy qualities of the yacht is all that could be attained in the size of hull and equipment, either for lake or ocean service.

Congressman Vincent A. Taylor has introduced a private bill to pay Geo. S. Curtis $5,000, on account of injuries received at Saginaw Bay in 1856, while in the employ of the government on the lake survey.

UNDERWRITERS' CONVENTION IN DETROIT.

Fifteen prominent lake underwriters, including leading marine insurance men from New York, Buffalo, Milwaukee, Chicago and Detroit, who represent all the insurance interests on the Great Lakes, held their sessions at Detroit on Tuesday. The following underwriters were present: James A. Whitlock' of New York; Townsend Davis, W. J. Sandrock, Henry S. Sill, Paul W. Bullard and J. G. Orr, of Buffalo; George L. McCurdy, J. S. Gadsden, J. J. Rardon and L. L. Burton of Chicago; David Vance and F. L. Vance of Milwaukee, and Eugene Harbeck, Alex McDonnell and J. C. Burton of Detroit. Mr. Whitlock acted as chairman and Mr. McDonnell as secretary. The objects of the conference were for the purpose of making a new tariff, considering changes in the policy of marine underwriting, and attending to other matters that might be brought before the conference.

The sessions closed however, on Wednesday afternoon, with very few, if any, changes being inaugurated. Alex McDonnell, of Detroit, who acted as secretary of the conference, stated that the revision of the '92 tariff left the schedule practically the same as last year and although many interesting and essential changes were discussed nothing positive regarding the change in the wording of policies was brought about.

The Lake Hull Tariff was agreed upon and placed in circulation, with a strongly worded foot note as follows:—"No general agent or company in any case to allow over 10 per cent commission to local agents, or any other consideration whatever, at any time whatsoever, and no agent, company or general agent shall be allowed to pay any part of his commission to any vessel owner, broker or any other person."

Capt. Joe Nicholson lunched the underwriters at the close of the conference.

INLAND LLOYDS' REGISTER.

The revision of the Inland Lloyds' Vessel Register, by Capt. Daniel McLeod, S. V. Parsons and Capt. James Mowatt, has been completed. It is expected that the new volume will be issued in a few days. Quite a number of vessels have changed ownership since last fall, and as the revisers had no time to look up such cases, the ownership columns will need correction in the supplements.

Vessels of whose condition the revisers had no knowledge were classed blank, and such will be inspected at the earliest convenience. The revisers feel that, on the whole, the new register will be reliable for all practical purposes. The work was gone over with care and deliberation.

AN AID TO NAVIGATION.

An ingenious diagram for solving two of the most important problems in navigation—the working out of azimuth and longitude—has recently been adopted by the Hydrographic office. It is the work of Mr. G. W. Littlehales, a graduate of the Naval Academy, who is at present in charge of the division of chart construction of the Hydrographic office. The use of tables of logarithms and calculation is rendered unnecessary by this device, a pencil and parallel ruler being all that are required for promptly figuring longitude and azimuth.

LAUNCHES.

Two launches will take place at Cleveland next week, the first being the handsome steel lighthouse tender Lilac on Wednesday afternoon, from the yards of the Globe Iron Works Company, and on the following day, Thursday, March 31st, a steel freight monitor will be launched from the yards of the Cleveland Ship Building Company. After this initial work for 1892 they will be kept going into the water at regular intervals along the lakes.

A TORONTO VESSEL-MAN PASSES AWAY.

Special Correspondence to The Marine Record.

TORONTO, ONT.—Mr. William Cunningham, chief engineer of the Shickluna, with his assistant William Dewey arrived in the city on Monday to commence fitting out their steamer.

Mackays Sons of Hamilton who recently purchased the St. Magnus from the estate of the late C. Robertson, have had all the machinery removed from the steamer to have it thoroughly overhauled and also compounded; the hull will also receive very extensive repairs. They intend to place her in the Montreal and Duluth trade.

Work on the new steamer being built by Messrs Doty & Co. for the St. Catharines, Toronto & Grimsby Steamboat Co., is being pushed forward rapidly, the plating will be finished this week and it is expected she will be ready for business on the opening of the excursion trade. She is to be called the Garden City and will be commanded by Capt. N. J. Wigle, with John Booth in charge of her machinery. The steamer Lakeside also owned by the company will start running about the 15th of April. Capt. T. Murray will sail her this season with William Watt as chief engineer.

Capt. S. Crangle, president of the Canadian Marine Association, who has been confined to his house for several days, is able to be out once more, and left for Ottawa on Monday night. He will be met there by influential representatives from Kingston and Montreal, and they will make every effort to have the Government put into force the same regulations respecting the rebate of tolls on grain that were in force last year. Until it is positively known what steps the Government decide to take in this important matter, it is impossible for forwarders to make contracts for the season business, and as a result they are suffering very considerable loss, as the American transportation companies have secured a large share of the grain that would have found an outlet to the seaboard by the Canadian route.

Capt. Frank Jackman Sr., one of the old lake captains of Canada, died very suddenly at his residence on Birkerey street in this city on Monday. He had been at work in the forenoon and while on his way to work in the afternoon he complained of a pain in the region of his heart. He returned to the house and shortly afterwards expired from heart failure. He had sailed on the lakes for over forty years, and in 1865 made a voyage to Port Natal, South Africa, in the Sea Gull, a 14,000 bushel vessel still in commission but now under the American flag. She took a general cargo to Africa and occupied thirteen months in making the trip, as she was detained there for three months. On his return he retired from sailing and for a time directed his attention to vessel building. He did not continue long as a builder but resumed sailing. He was employed on the Albion, Matilda Jane, Marco Polo, Mary Grover and other vessels. He owned the steamer Watertown for two years and ran her in the excursion business. For the past four years he has owned and sailed the tug Dolphin employed in the harbor improvements. The deceased was sixty-eight years of age and leaves a family of five, four daughters and one son,—Capt. Frank Jackman Jr. The funeral took place on Tuesday.

The propeller Celtic has been chartered for three loads of grain from Port Arthur to Montreal at 9c. per bushel. She has also been chartered by the Dominion Government to carry the supplies to all Canadian lighthouses above Montreal; this work to be done in July. The Myles and Rosedale have also been chartered for two cargoes, each of grain, from Lake Superior to Kingston at 6c.

Capt. W. H. Goodfellow, compass adjuster, has received the contract to supply the compasses for the Government steamers being built by the Polson Co. at Owen Sound. He will also attend to the adjustment of the instruments. SPARTA.

DETROIT ITEMS.

Special to Correspondence to The Marine Record.

O. W. Werbeck has purchased the schooner Grace Whitney for $14,500. Captain W. W. Werbeck will sail her.

Captain Eber Ward has formed a new line of boats for grain and other freight purposes and has named the line Ward's Lake Superior line, taking the name held by the old Ward's, now the Crescent line. Captain Ward has three boats, the Northerner, Ford and Toledo, of 1,500, 1,100 and 700 carrying tons capacity, respectively. He will purchase another boat as early as possible to add to his line. The Northerner has been chartered to make her first trip with flour from Gladstone to Buffalo.

Captain S. B. Grummond has sold the tugs Winslow and Sweepstakes to the Saginaw Valley Towing association of Bay City; consideration $34,000. Captain Grummond has also bought the steam barge Manistique from B. Boutell and Peter C. Smith, of Bay City; consideration $40,000. The Manistique rates A1, is a powerful boat, and will be fitted out with a modern wrecking outfit, including new rotary steam pumps, and stationed at Cheboygan, Mich., for wrecking purposes. It would thus appear that Captain Grummond intended to curtail his towing business and turn more attention to salvage and wreck raising exploits than he has done hitherto.

THE McGraw Steamship Co. has been incorporated in Michigan. The incorporators are Thomas Cranage and Joseph W. McGraw of Bay City, John S. McNeil of West Bay City and Edward Smith of Buffalo. The capital stock is $140,000, all paid in. The office of the company will be at Hampton. These gentlemen recently bought the steamer City of Paris off Capt. James Davidson.

CAPT. F. B. HACKETT has commenced fitting out the tug International and will have her ready as soon as navigation opens. Capt. Thomas Hayes has also commenced fitting out the wrecker Saginaw, which has been lying at the M. C. R. slip all winter, and she will be ready for work as soon as navigation opens. She will be stationed at the Lake Erie end of the river for some time and will be equipped with complete wrecking outfit.

Capt. J. S. McNeil has disposed of his interest in the steambarge D. Leuty to George D. Jackson of Bay City for $37,000. He has also sold his interest in the barge Bottsford. Capt. McNeil, who has for years commanded the Leuty, will sail the big steamship City of Paris, in which he now holds an interest. This latter boat claims to out distance her sister ships and to rate as the fastest wooden boat on the lakes. She is rated in the Inland Lloyd's insurance register as A 1.

Secretary Coffin, of the Lighthouse Board, announces that the lights on the lakes will begin to twinkle about the 10th of April. Everything connected with the lighthouse service is being put in the best possible condition for the coming season.

PROPOSALS.

TREASURY DEPARTMENT, WASHington, D. C., March 11, 1892. Sealed proposals for constructing two steam launches for the United States Revenue Cutter Service, for Puget Sound, will be received at this Department until 2 o'clock p. m., Saturday, April 23, 1892. Bids must be in accordance with the instructions accompanying the specifications, and be addressed to the Secretary of the Treasury, and be indorsed on the envelope, "Proposals for Steam launches for Revenue-Cuttter Service." Specifications for the work will be furnished to parties desiring to submit bids, upon application to the Department and to the collectors of customs at San Francisco, Cal., and Port Townsend, Wash. The right is reserved to reject any or all bids and to waive defects, if deemed for the interest of the Government so to do. O. L. Spaulding, Acting Secretary. 3-24-4-7

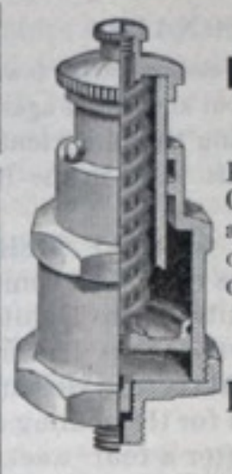
WEST ERN TRAVEL ON THE NICKLE PLATE.

Numerous letters of inquiry for information relative to rates and routes to the west, received at the general ticket office of the New York, Chicago & St. Louis Railroad in Cleveland, O., indicates an increasing desire to seek homes in some of the new states recently admitted into the Union. With fully matured state governments, those of our people who contemplate a future home in the great west, feel a greater confidence in investing than was felt under their uncertain futures as territorial governments.

North of Utah and south of the British possessions, the entire distance from the Atlantic to the Pacific Oceans may be traversed within the boundaries of free and independent states of the American Union. In any of these, west of the Great Lakes, fertile farming lands may be secured at a nominal cost, and with the almost innumerable towns and cities which from year to year spring into oppulent existence as if by magic, it is a matter of no surprise that many of our most energetic and ambitious citizens become restless and dissatisfied in our over-crowded communities, and aspire to enjoy the advantages offered, not only to the agriculturist or stockman, but in almost any of the branches of industry which spring into successful existence wherever the plow point is entered, or the miner's pick lays bare the treasures of the earth.

Special care has been taken to supply all ticket offices of the Nickle Plate with maps and printed information of interest to those contemplating a home in any part of the west, and also their facilities for ticketing passengers and checking baggage to any point in the United States, Canada or Mexico, are ample. If the information desired is not in possession of the agent when called for, the same will be procured at once, and by telegraph if necessary. Special advantages in rates may be secured at any time by consulting agents of the Nickle Plate. t May 1.

THE line throwing gun which was advocated for lake equipment might conflict with the 1817 treaty,—guns are not in it on the lakes.



THE
LACKAWANNA GREASE CUP
Has a wide reputation as the CLEANEST, MOST EFFECTIVE and MOST ECONOMICAL device on the market for the lubrication of machinery bearings.
Liberal Discount to the Trade.
MANUFACTURED BY
Lackawanna Lubricating Co.
SCRANTON, PA.

FOR SALE CHEAP—A steam barge five years old, rebuilt 1891, length 116 feet, beam 19½ feet, depth of hold 6 feet, draft 7 feet; carries about 130 M lumber, speed loaded 10 miles per hour, light 11 miles. A good boat and fine model to make passenger excursion trade, will be sold for what she is worth, having no further use for her. Address J. M. Bradley, Muskegon, Mich.

ORGANIZED 1881.
Michigan Fire and Marine Insurance Co.,
DETROIT, MICH.

CAPITAL, - - - -	$ 400,000
ASSETS, - - - -	900,000
LOSSES PAID, over - -	1,500,000

D. WHITNEY, JR. PRESIDENT. EUGENE HARBECK, SECRETARY.
This Company will transact a Hull and Cargo business on the Lakes during the season of 1892.
LOSSES PROMPTLY PAID. INSURE IN A STRONG HOME COMPANY.

MARINE AND INLAND INSURANCE.
Atlantic Mutual Insurance Company,
(ORGANIZED 1842.)
Office, 51 Wall Street, NEW YORK.
INSURES AGAINST MARINE AND INLAND TRANSPORTATION RISKS AND WILL ISSUE POLICIES MAKING LOSS PAYABLE IN ENGLAND.
Assets over $10,000,000.00, for the Security of its Policies.
The profits of the Company revert to the assured, and are divided annually upon the premiums terminated during the year; thereby reducing the cost of insurance. For such dividends, certificates are issued bearing interest until ordered to be redeemed, in accordance with the charter.
J. D. JONES, Prest. W. H. H. MOORE, Vice-Prest. A. A. RAVEN, 2nd Vice-Prest. J. H. CHAPMAN, Secy.

Insurance Company of North America.
INCORPORATED 1794.

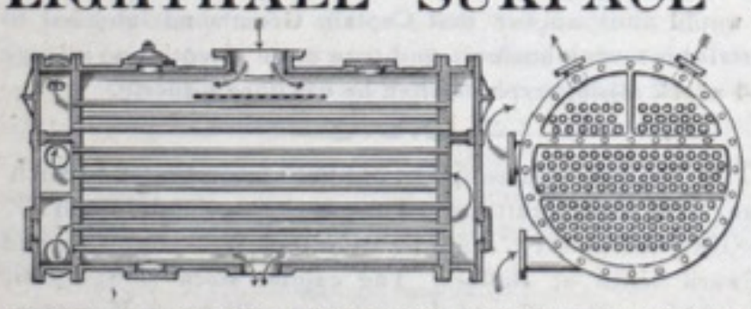
CAPITAL, PAID UP IN CASH, -	$3,000,000.00
ASSETS. - - - - -	$9,273,220.00

CHARLES PLATT, President. WILLIAM A. PLATT, Vice-President.
EUGENE L. ELLISON, 2nd Vice-President. GREVILLE E. FRYER, Sec'y & Treas.
JOHN H. ATWOOD, Assistant Secretary.
LAKE MARINE DEPARTMENT.
GEORGE L. McCURDY, MANAGER. CHICAGO, ILLS

THE MARINE BANK CO.,
CLEVELAND, OHIO.
Incorporated in 1891 under State Law. Successors to E. B. HALE & CO., established in 1852.
CAPITAL, $300,000.
DIRECTORS.
W. H. BARRISS, President. C. E. BURKE.
H. C. RANNEY, Vice-President. THOS. FITZPATRICK.
W. B. HALE, Cashier. MARTIN BONNELL. THOS. H. WHITE.
Would be pleased to meet or correspond with any one whose present Banking relations are not entirely satisfactory, or who, for any reason, propose to open a new account.
We promise to make every effort to make our Bank a safe, agreeable and profitable place to do business.

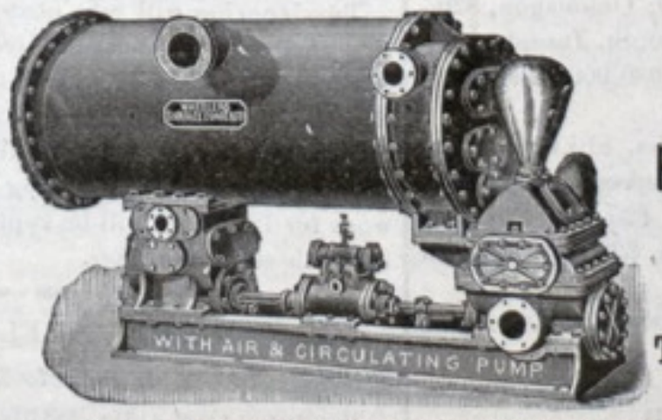
CROSBY, MACDONALD & COMPANY,
GENERAL MARINE INSURANCE AGENTS.
Rialto Building. CHICAGO, ILL.

F. P. BUDDEN, President. W. E. VOLZ, Secretary & Treasurer.
SOUTH BROOKLYN STEAM ENGINE WORKS.
SUCCESSORS TO WILLIAM A. LIGHTHALL. VAN BRUNT & SUMMIT STREETS,
LIGHTHALL SURFACE CONDENSERS.
BROOKLYN, N. Y.
BUILDERS OF THE
Pat. Combined Surface Condenser and Feed Water Heater.



Lighthall Surface Condenser with Cobb's Improvements. Light Weight Brass Condensers a Specialty. Also Feed Water Heaters, Tube Heads, Screw Glands, Packings, Etc.
Builders of Brass and Composition Surface Condensers for U. S. Cruisers MAINE, No. 11, Gunboats Nos. 5 & 6, CONCORD and BENNINGTON and HARBOR DEFENCE RAM.

WHEELER CONDENSER AND ENGINEERING CO.,
92 & 94 Liberty St., NEW YORK.
Proprietors and Manufacturers of
WHEELER'S IMPROVED
Patent SURFACE CONDENSERS
ALSO THE
Wheeler "Admiralty" Condenser,
WITH PATENT SCREW GLANDS,
The Wheeler-Lighthall Condenser
With Patent Waterproof Packing.

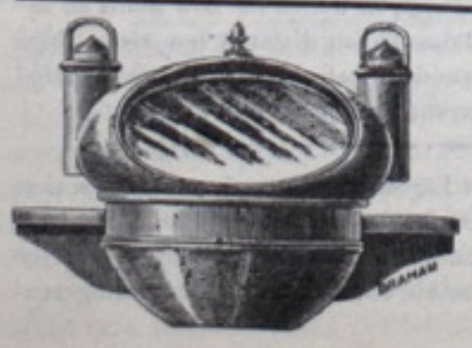


LIGHT WEIGHT SURFACE AND JET CONDENSERS, FOR STEAM YACHTS, ETC., A SPECIALTY

H. B. & G. B. BURGER,
SHIP-BUILDERS & CONTRACTORS.
MANITOWOC DRY DOCK.
Dry Dock will admit Vessels of 1100 tons drawing 12 feet. Have also a set of Boxes in connection with the Shipyard capable of lifting Vessels of 350 tons. A large stock of SPARS constantly on hand. LARGE SPAR DERRICK.
Vessels Docked and Repaired on Reasonable Terms.
MANITOWOC, WIS.

BUFFALO SIGNAL LAMPS,

For Steamers and Sailing Vessels.
PATENT FLUTED LENS AND PERFECT COLORS.
GET THE BEST AND AVOID COLLISIONS.
MANUFACTURED BY
RUSSELL & WATSON,
Successors to FELTHOUSEN & RUSSELL.
139 & 141 Main St. BUFFALO, N. Y.
SEND FOR CATALOGUE.



FRANK MORRISON, COMPASS ADJUSTER
AND MANUFACTURER OF
NAUTICAL INSTRUMENTS.
COMPASSES, BAROMETERS, PATENT LOGS, BINNACLES, STEAM GAUGES, MARINE GLASSES, ENGINE INDICATORS.
All Nautical Instruments Carefully Repaired.
Office with Upson, Walton & Co., 161 River St., Cleveland, O

PEARSON'S DUMB COMPASS.
The most essential instrument for Mariners to find the COMPASS ERRORS; with full instructions how to use it.
Manufactured by L. BECKMANN, 319 Adams Street, TOLEDO, OHIO.
LIBERAL DISCOUNT TO THE TRADE.
Also full line of BAROMETERS AND MARINE GLASSES.